

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	BR-0046
WBS Element	67046.1.1
Federal Project No.	N/A

A. Project Description:

Replace Sampson County Bridge No. 22 on US 701 over Bills Swamp.

B. Description of Need and Purpose:

Bridge No.22 has a sufficiency rating of only 10.3 out of 100. The 65-year-old structure is rated as structurally deficient with a structure rating of 3 out of 9. The structure is approaching the end of its useful life.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

D. Proposed Improvements:

Type I, Item 28 – Bridge Replacement, if the actions meet the constraints of 23 CFR 771.117 (e)(1-6).

A temporary bridge will be built to the north of the existing, traffic shifted, and then the existing bridge removed and replaced with a new bridge. The permanent and temporary alignments are illustrated in the attached Figure 2.

The typical section for the new bridge will be approximately 120 feet long and include two 12-foot lanes and two 3-foot offsets. The L-line design will be approximately 875 feet long and the temporary alignment approximately 1980 feet long.

*NOTE: The following Type I(C) Actions (NCDOT-FHWA 2019 CE Agreement, Appendix A) only require completion of Sections A through D to substantiate and document the CE classification: 1, 5, 8 (signs and pavement markings only), 11, 13, 14, 15, 16, 17, 19, and 20; or several other Type I Action subcategories identified in past NCDOT-FHWA CE Programmatic Agreements (see Appendix D). **Pre-approval as a CE does not exempt activities from compliance with other federal environmental laws.***

E. Special Project Information:

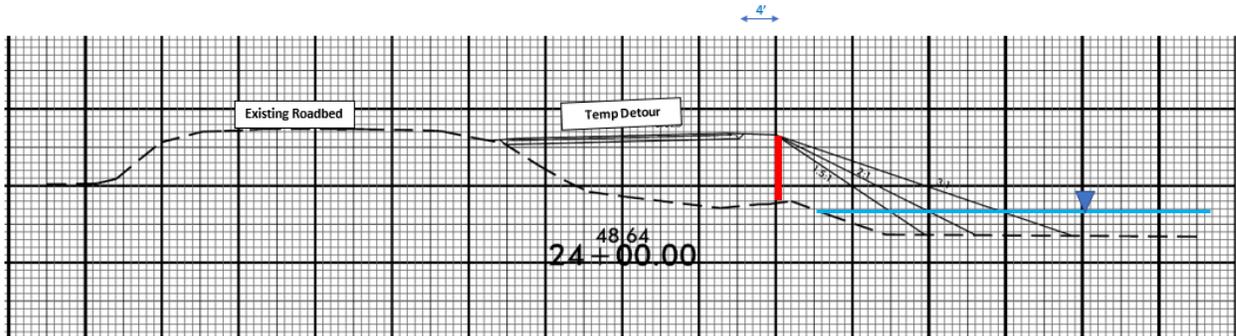
An onsite detour is required because of the lack of an acceptable offsite detour. Because of the type and design speed of the facility, introducing an S-curve with a new alignment was not acceptable. Therefore, replacing the bridge on the existing location with either an onsite detour to the north or an onsite detour south were considered.

The analysis included steepening slopes as much as possible and the possible use of sheet piles on the north alternative to minimize impacts to Great Coharie Swamp. The impacts listed in the table below are also shown in the attached pdf. The wetland impacts are based on buffering the slope stakes by 15 feet which may possibly be reduced as the design progresses.

Alternative	Permanent Impacts (ac)	Temporary Impacts (ac)
Onsite Detour North (ODN)	0.13	0.25
Onsite Detour South (ODS)	0.13	0.05

ODS clearly has the lower impacts, because it avoids the larger wetland area on the north. However, despite tightening the curves and steepening slopes we cannot avoid the Great Coharie Swamp with a slope (see below). There is also concern that constructing sheet piles would destabilize the currently stable streambank. The existing trees, and possibly their root mats, would have to be removed in order to install the sheet piles, thereby weakening the banks of the river. In addition, the sheet piles would need to be placed just behind the top of bank and would be only 4' away from the edge of the detour temporary pavement, which is too close for driver safety.

Onsite Detour South (ODS) Cross Section



Given this situation, NCDOT coordinated with the US Army Corps of Engineers who agrees that the onsite detour to the north to be the LEDPA based on sheet piles being impractical due to safety, and also the additional impacts to Great Coharie Swamp.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)			
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 			
PROJECT IMPACT THRESHOLDS (FHWA signature required if any of the questions 1-7 are marked “Yes”.)		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement? Land Owner Notification Letters resulted in no response. Division has indicated no further public involvement is required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations? Source: Direct and Indirect Screening Tool	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition? No relocatees are anticipated.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval? No 4(f) resources are present within the project study area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)? No 106 resources are present in the project study area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.			
Other Considerations		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact Waters of the United States in any of the designated mountain trout streams? Not in a trout county.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit? The impacts are below the limits for an individual permit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? There are no FERC facilities within the vicinity of the project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains? Source: No Archeological Survey Form	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? GeoEnv PreScoping Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A? See comments in Section G below.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)? This project is not in a CAMA county.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit? FHWA sent No Permit Required documentation on 9/04/19 to USCG	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area? There are no Wild & Scenic Rivers in the vicinity of this project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources? There are no CBRA resources in the vicinity of this project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands? There are no federal or Tribal Lands within the study area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate? No interstates are in vicinity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? Traffic will be maintained onsite during construction and so there are no permanent or temporary impacts to cohesiveness.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption? No because Onsite Detour	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)? N/A See comment in Section G below.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property? No public lands associated with this project. Source – Final Survey.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? There is no FEMA or HMGP property associated with this project. Source – Final Survey	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)? There are no 4(f) resources in the project limits.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy? The project does not add lanes or move traffic closer to receivers.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)? Source: Direct Indirect Screening Tool	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

Response to Question 1:

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the USACE, and NCDOT for the northern long-eared bat (NLEB) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Sampson County, where STIP BR-0046 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

Response to Question 16:

The project will impact the 100-year floodplain and likely in a beneficial way which would be handled under the floodplain memorandum of agreement with FEMA.

Response to Question 25:

N/A - This project is being replaced with state funds in the state's bridge program and is not consequently found in the STIP. A CE is being used at the direction of NCDOT and with permission from FHWA with the understanding that should federal funds be applied, the project would be programmed in the STIP at that time.

H. Project Commitments (attach as Green Sheet to CE Form):

NCDOT PROJECT COMMITMENTS

STIP Project No. **BR-0046**
Replace Bridge No. 22 on US 701 over Bills Swamp
Sampson County
Federal Aid Project No. N/A
WBS Element 67046.1.1

NC Floodplain Mapping Program – Hydraulics Unit

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP) to determine status of project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR)* and subsequent final Letter of Map Revision (LOMR).

100 Year Floodplain – Division 11

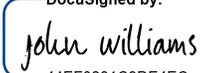
This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed As-built construction plans to the Hydraulics Unit upon completion of structure construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

I. Categorical Exclusion Approval:

STIP Project No.	<u>BR-0046</u>
WBS Element	<u>67046.1.1</u>
Federal Project No.	<u>N/A</u>

Prepared By:

3/18/2020
Date

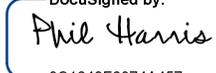
DocuSigned by:

 44EF0281C8DE4EC...
 John Williams, Project Manager
 RK&K

Prepared For:

Gordon Cashin, NCDOT

Reviewed By:

4/2/2020
Date

DocuSigned by:

 8C16A3E6874A457...
 Phillip S. Harris, III, P.E., Unit Head
 NCDOT Environmental Analysis Unit



Approved

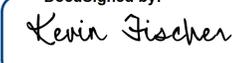
- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.



Certified

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

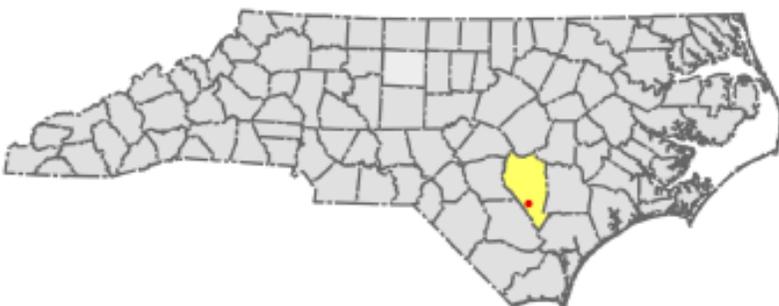
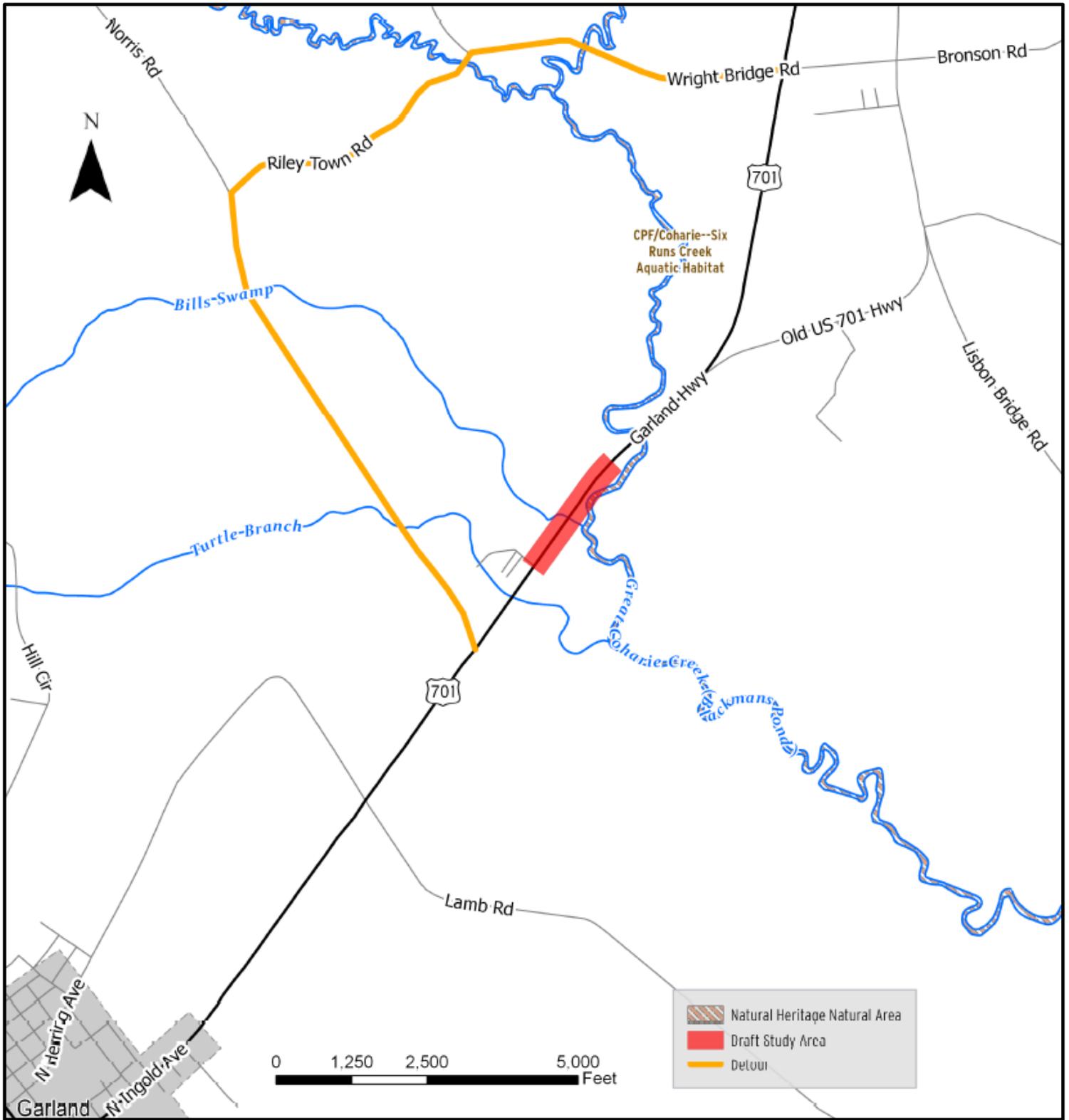
4/6/2020
Date

DocuSigned by:

 ED19A12D96EC496...
 Kevin Fischer, P.E., Assistant State Structures Engineer
 PEF Coordination, Program Manager and Field Operations
 Structures Management Unit, NCDOT

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Not Applicable
 Date for John F. Sullivan, III, PE, Division Administrator
 Federal Highway Administration

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



	STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 3
BR-0046 REPLACE SAMPSON CO. BRIDGE NO. 22 On US 701 over Bills Swamp Creek	
Project Location Map	Figure 1

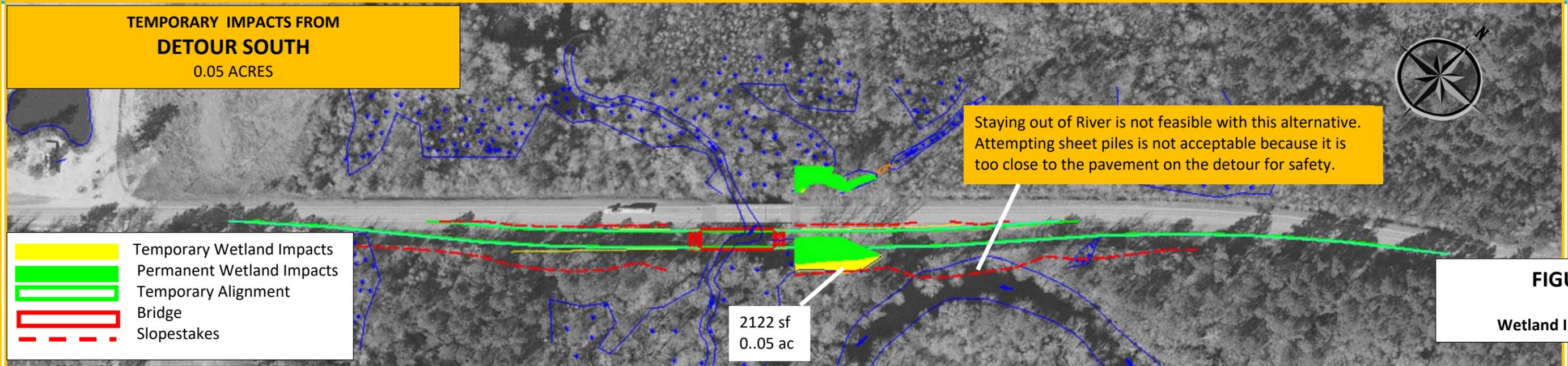
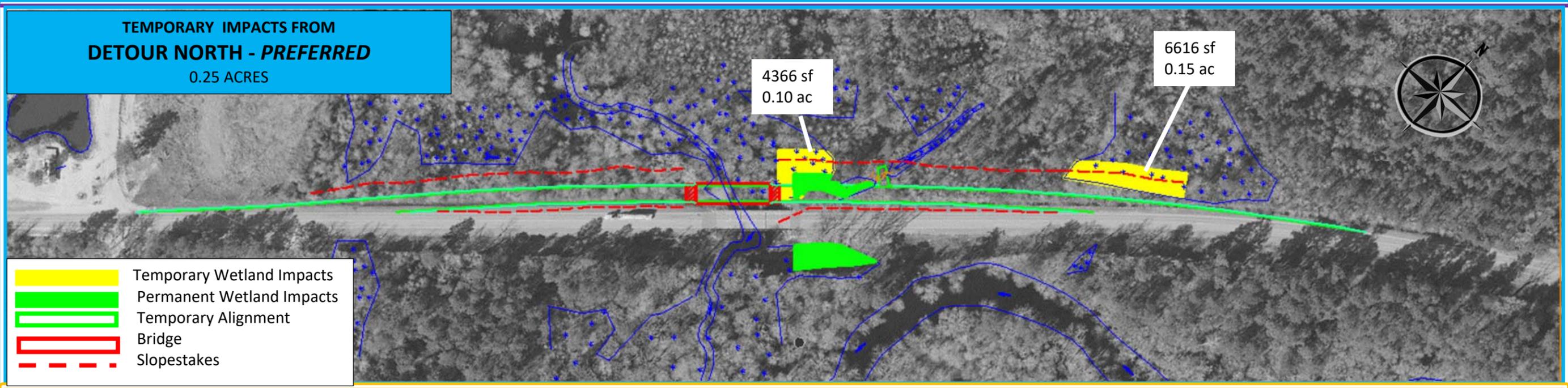
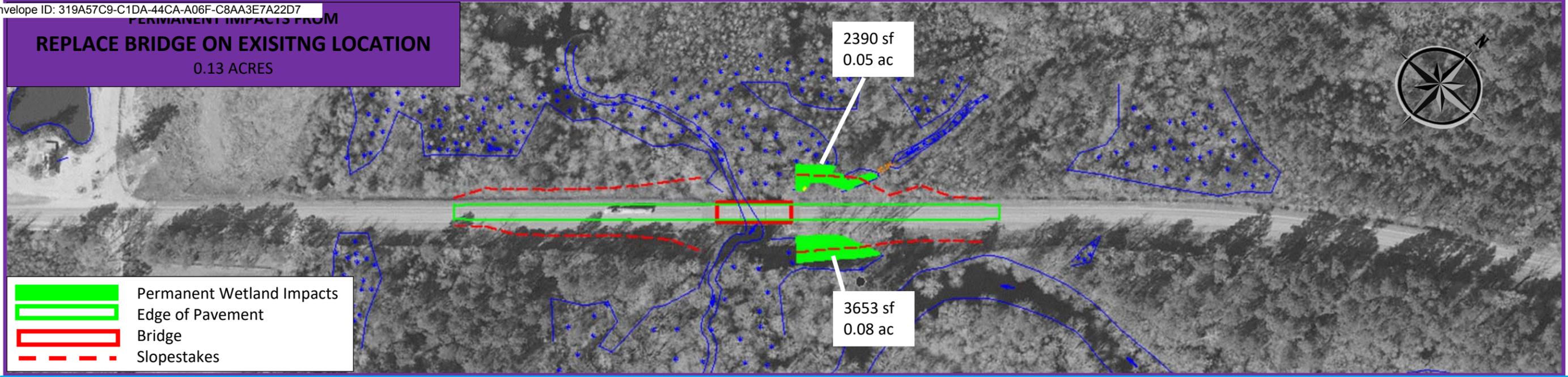


FIGURE 2
Design
Wetland Impacts